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BRIDGEPORT, CONN., FRIDAY, AUGUST 8, 1913

FIRST SECTION
Pages 1 to 10

PRICE TWO CENTS

SEN. JOHNSTON ALABAMA DIES IN WASHINGTON

**Governor May at Once
Call Special Session
of Legislature**
Vote Needed For Passage In
Senate Of Wilson's Tariff
and Currency Measures.

Washington, Aug. 8.—Senator Joseph F. Johnston, of Birmingham, Ala., died at his apartment here early today.

Senator Johnston had not been able to attend sessions of the Senate for a week. He had been confined to his apartment most of the time and a few days ago pneumonia developed. The Senator's son, Forney Johnston, was summoned last night from Birmingham, but it is believed that the Senator was not in any immediate danger.

Senator Johnston was 70 years of age, had served through the war between the states in the Confederate army, was governor of Alabama for two terms and had been a member of the Senate since 1907. He was unanimously elected to succeed the late Senator Pettus and was re-elected in 1907.

The death of Senator Johnston weakens the Democratic majority on the administration tariff bill in the Senate, though party leaders believe still will be no serious difficulty in passing the measure.

At the Democratic caucus it was announced that 49 Senators declared they would support the bill in its final passage. On the basis of the caucus alignment, Democratic leaders figure that the vote on the tariff bill without defections from either side would stand 48 to 47 for the bill.

There still is the possibility that at least one member of the minority may vote for the Democratic bill.

Danger of the Democrats to swing their majority may be obliterated by the legislature of Alabama under the amendment to the constitution providing quickly for the filling of the vacancy caused by Senator Johnston's death.

The constitutional amendment provides for the filling of vacancies in the Senate in this way: When vacancies happen in the representation of any state in the Senate, the authority of each state shall issue writs of election to fill such vacancies, provided, that the legislature of any state may empower the executive thereof to make temporary appointments until the people fill the vacancies by election at the legislature may direct.

As in most of the other states, the Alabama legislature has not been in session since the constitutional amendment was adopted this spring, and consequently has not empowered the governor of Alabama to fill any vacancy by appointment until an election may be held.

Democratic leaders in Washington, it was said today, would urge upon the governor of Alabama the desirability of his calling the legislature into special session to give him authority of appointment, to provide for an immediate election.

Senator Johnston already had announced his intention to be a candidate for re-election. Representative Hobson had taken the stump against him and the names of Representative Clayton and Hedin have been mentioned also as candidates. Majority Leader Underwood, of the House, also is a possibility, though he has said he would not give up the House leadership for a Senatorial toga. Senator Johnston was chairman of the military affairs committee, one of the most important to the Senate.

**GOVERNOR TO ACT AS
SPEEDILY AS POSSIBLE**
Montgomery, Ala., Aug. 8.—"It will be my intention to have Senator Johnston's successor named as speedily as possible," declared Governor O'Neal, of Alabama, today.

He said, however, he would have to make a thorough investigation of the legal phases of the case before taking action to fill the Senatorial vacancy.

**K. W. McNEIL IS
CHOSEN PRESIDENT
OF MINING COMPANY**

At a meeting of the directors of the East Coast Coal Mining company held at their office in New York city on Wednesday last, Kenneth W. McNeil of this city was elected president. The mines of this company are located in West Virginia. The entire coal output of this company will be handled by The Archibald McNeill & Sons Co. through their New York office.

E. H. DILLON SAILS FOR PARIS

Edward H. Dillon of the firm of E. H. Dillon & Co., Main street milliners, will sail for Europe Saturday on the steamer Imperator from New York, to make extensive purchases in Paris for the stores of his company. Mr. Dillon will bring back with him all the Paris styles in millinery for the fall and winter seasons.

AIRMAN WOOD IN RACE WITH EXPRESS TRAIN LOSES WAY ALMOST IN SIGHT OF GOAL

**Birdman, Passing Over Baltimore 35 Minutes
Ahead of Locomotive Is Lost in Smoky
Clouds At Height of 7,000 Feet and
Forced to Descend 23 Miles from
His Washington Destination**

Washington, Aug. 8.—C. Murvin Wood, the American aviator who began a non-stop race with a railroad train from New York to Washington at 4:30 a. m., for the American duration, distance and speed record, lost his way and was forced to land at Gettysburg, Md., at 9 o'clock—23 miles from his goal. He had lost his way while over Baltimore because of heavy smoke clouds and finally was forced to land because of engine trouble.

He came down from a height of 7,000 feet and made a good landing on the farm of J. B. Diamond, on the Gettysburg pike, without damage to his monoplane or himself.

When he landed, Wood got to the nearest telephone and called up Washington to ask that his mechanics be sent to Gettysburg to put his engine in condition in order to resume his flight to Fort Myer where he was to have landed, demonstrate the efficiency of his monoplane for war purposes before a number of army officers and then begin a return flight to New York in an attempt to capture the record for the longest aeroplane flight between sunrise and sunset.

The train Wood was racing did not arrive in Washington until 9:50 o'clock. Wood's assistants, when they learned of his mishap, hurried on to Gettysburg to get his plane in condition to resume the flight.

When Wood passed Jersey City, he was about 10 miles behind the train, according to officials said. Then Wood got ahead and sustained his lead, passing over Baltimore 35 minutes before the train reached there. From Baltimore to Washington his route was in a westerly direction over a level country but he flew too far to the west.

The American record for endurance, sustained flight and non-stop flying all were held by Col. Thomas DeW. Milling, U. S. A., whose official figures are 250 miles from Texas City to San Antonio, Tex., in 3 hours and 10 minutes. He remained in the air flying for 1 hour and 17 minutes after reaching San Antonio, making his endurance figures 4 hours and 27 minutes.

The relief party traveling in automobiles over rough roads found Wood just before noon. After the mechanics had looked over Wood's engine he gave up all plans for making a return flight to New York, today, but hoped to continue to Fort Myer. The exhibition Wood was to have given at the fort, to demonstrate the capabilities of the monoplane for war purposes, was indefinitely postponed. While the mechanics worked on his engine, some of the party hurried to Fort Myer for gasoline from the aeroplane tank.

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"I didn't see the special train once in all the flight and not once did I see railroad tracks that I was sure were the Pennsylvania's. When I left Baltimore the smoke clouds made me lose my way and I was heading for the Potomac river, calculating that by flying ahead I would cross it and if it were narrow I would know I was above Washington; if it were wide I would know I was below. But it was no use. The engine stopped and I came down."

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Wilmington, Del., Aug. 8.—Aviator Wood evidently went around Wilmington, where he was to land, in a return flight to New York, today, but hoped to continue to Fort Myer. The exhibition Wood was to have given at the fort, to demonstrate the capabilities of the monoplane for war purposes, was indefinitely postponed. While the mechanics worked on his engine, some of the party hurried to Fort Myer for gasoline from the aeroplane tank.

Wood claims that his total flying distance was 264 miles and upon that based his claim of having broken the record for sustained flight between two points.

Recounting his experiences in the air, Wood said:
"I was lost almost from the minute I started. I was flying over New York harbor I ran into a thick fog and could not tell if I was over land or water. To make my discomfort greater, engine trouble began to develop before I had been in the air 15 minutes. It cleared up soon and I went over the harbor at about 6,000 feet, riding over the fog banks and did not see land again until I was over New York. The engine had more engine trouble and I was forced to descend to about 2,000 feet, when the engine picked up again and I went on toward Philadelphia. It seemed

that engine trouble started every time I neared a city. When over Philadelphia it was so bad I was certain I'd have to land. I volunteered about and caught a taxi and a safe place to make a landing when the engine picked up again and I flew on around Wilmington and over Baltimore where engine troubles started again and finally finished by the engine stopping dead